

STATEN ISLAND'S TRANSFER DEMAND GROWING POPULAR

Public Waking Up to Evening
World's Fight for Trans-
portation Justice.

QUEER DISCRIMINATION.

Islanders Can Help Pay for
Bridges, but They Must
Get No Ferry Benefits.

The fight being waged by The Evening World for an extension of the present system of transfers between the Staten Island Ferry and the Manhattan surface cars, so as to include the elevated lines, has met with instant and hearty approval of Staten Island residents generally, and many of the civic bodies are preparing to organize a vigorous campaign in behalf of this improvement to the transportation facilities of Staten Island.

Dock Commissioner Smith several weeks ago recommended the abolition of the transfers on the theory that it was causing the city a loss, besides impairing the ferry service owing to the use being made of the transfers by excursionists. The recommendation was opposed, and the Transit Committee of the Board of Estimate refused to act on it.

It is a well known fact that if well cared for, so as to permit travel with comfort and convenience, no one raises objection to the cost of maintaining roads and bridges being charged to the whole city and not being considered a charge against any portion of it; it is simply incidental to the whole city's welfare. But curiously the so-called Staten Island Ferry, which is equally the Manhattan Ferry, must in the minds of some be treated as a different basis. It must be operated so as to make money, a loss being little short of crime. The city is being seriously hurt by a deficit and property owners in the Borough of Richmond are receiving charity at the hands of the other boroughs. Some people actually believe that nonsense.

MANIFEST ADVANTAGES TO THE MANHATTAN ROADS.
To extend transfers to the Manhattan Elevated Railroad system would be an advantage to that company and would increase the convenience of many ferry travelers. It is recognized that until the new subway has been put into operation between Manhattan and Brooklyn the trains could not carry a material increase in numbers, so that it would be futile to suggest an exchange of transfers there at present.

In Manhattan, as has been fairly well demonstrated, only a small portion of the travelers make use of the facilities for over one and a half miles in distance, consequently the railroad company is very full, even excessive, payment for the service rendered. If the same system could be put into effect—exchange in transfers at the Staten Island end—there would be a great benefit, but the condition is materially different. The transportation companies now carry their passengers for very long distances, from two to even five miles, so that they could not afford to give the same kind of terms that the New York Railway Company can profitably afford, but nevertheless could handsonly afford some commutation concession.

While those who reside in the Borough of Richmond have the greatest interests in this question of equality in fare with other portions of the city, it must not be overlooked that excursionists, who pay and rent payers) from other portions of the city might feel themselves reasonably entitled to just as low terms for occasional travel as those who go regularly, for they help to pay the final bill. But custom is against practice. It might be that a greater good to a larger number could be secured through a commutative system, by which a low rate of fare could be granted to all those who desire to travel regularly, while the occasional user would still pay a five-cent fare.

STRANGE DISCRIMINATION

Emphasis should be laid upon the two facts that the ferry between Manhattan and Richmond bears the same moral relationship to the city of New York at large as do bridges of highways, so that the question of operating cost, and profit or loss, is immaterial; further, the city of Richmond, has been for years paying a considerable sum of money annually, avowedly for the purpose of permitting subway construction for the benefit of the other boroughs, from which it has had no benefit.

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Choose the medicine that will give you relief from pain without dangerous after-effects.
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Remember, Radway's Ready Relief contains no "dope" or harmful drugs. It is a time-tried, safe and reliable medicine. 50c and 90c at all druggists.

HOW STATEN ISLAND PAYS AND WHAT IT DOESN'T GET

In increased taxes the Borough of Richmond pays toward the subways, annually \$250,000. The rapid transit benefit enjoyed from this taxation is..... NONE

The Borough of Richmond pays \$1,700,000 in taxes each year, part of which goes to maintain the free bridges that connect Manhattan with the Boroughs of Kings and Queens. It gets no use from the bridges.

The free bridges are operated with a yearly deficit of \$450,000. The Staten Island Municipal Ferry is run at a loss of \$65,000. Opponents of a proposed extension of a Staten Island transfer agreement to include elevated and subway lines would cut out or limit the transfers because of this small deficit, but nothing is said by these opponents of the bridge deficit.

In fact, it has received distinct injury due to quicker and cheaper access being accorded to other portions of the city.

The present transfer system directly benefits a few thousand individuals, but the whole borough gains in an advertising way, and a greater benefit would accrue through the sought-for elevated transfers.

The Dock Commissioner seems to fear that the boats will become overcrowded and too popular, so that more boats and more frequent trips may be needed—rather a strained argument to present—one perhaps requiring a curtailment even of present concessions.

From a very selfish point of view of thoroughly satisfied, well accommodated residents, there is something in this argument, but from the broad-gauged outlook of throwing beautiful Richmond open to the hundreds of thousands of poor, cramped and dwarfed apartment dwellers and the opening of thousands of acres of ideal lands, there is nothing in it.

JOHN D. 'LL BE AN ANGEL, THESE GOOD FOLK THINK

Certainly, Oil King Will Go to Heaven, Declare Delegates to Christian Science Convention.

CHICAGO, July 10.—"Will John D. Rockefeller go to Heaven or to Hell?" This question was asked of leading delegates to the Christian Science Convention, in convention here, and they unanimously answered that he will go to Heaven. Charles M. Filmore of Indianapolis, writer of Evangelical songs, said:

"John D. Rockefeller is not to blame for being the richest man. I believe he is honest, sincere and philanthropic. If I were to judge I would say: 'Well done, good and faithful servant; enter ye the Kingdom of Heaven.'"
W. J. Darby of Evansville, Ind., said:

"I regard Mr. Rockefeller as one of the foremost Christians of the age. He deserves a high place in the Kingdom of Heaven."
The Rev. L. M. Brubaker, President of the Alabama Society, answered: "Mr. Rockefeller is doing good work with his money. 'By their fruits ye shall know them.'"
Mrs. Maud Allen of Wisconsin replied: "Mr. Rockefeller is an abused man, and is living a Christian life."

TRAILED THROUGH MOVIES.

Smith Now Confronted With Summer Board Bill Five Years Old.
Willis A. Mount, proprietor of the Osborn House at Manhattan, N. J., armed with an indictment dated October 1, 1910, was brought before Judge Lawrence at the New York City Court today.

Hyman Fish Exonerated.
Appellate Division Decides That He Was Not Guilty.
Hyman Fish, a commission merchant, of No. 156 Fifth Avenue, who was convicted in General Sessions on a charge of forgery in the third degree, was exonerated by the Appellate Division in a decision handed down reversing the judgment of conviction of the lower court and discharging the defendant.

Fish was charged with having aided Gertrude Gutman, an employee of Gutman & Son, in altering a bankbook entry for the purpose of obtaining a loan of \$1,000 from the firm. Justice Hotchkiss, who wrote the opinion, holds that before finding Fish guilty it would be necessary to determine whether or not Gertrude Gutman had committed the crime, and holds that neither she nor Fish was guilty.

New Schedule for the Mandanlay.
Following the receipt of thousands of requests from pleasure seekers, who enjoyed the all-day Sunday trips last year, the managers of the Hudson River excursion steamer Mandanlay have decided to inaugurate similar trips each Sunday for the remainder of the season, beginning tomorrow. The present schedule of afternoon sails every week-day, with the exception of Mondays, will be continued as heretofore.

Smashed Magistrate's Glass Door.
Magistrate James F. Conway and his family, living at No. 30 Piermont Street, Hunter's Point, L. I., were arrested at 10 o'clock this morning by the crash of the glass in the front hall door. Anna Nicholson of No. 28 Pirvill Street, Hunter's Point, was arrested after being taken to the police with smashing the glass. Some weeks ago Magistrate Conway had occasion to send her to the island for thirty days.

\$44,410,000 FOR BUILDING FLATS TO HOUSE 70,000

Operators Along New Dual
Rapid Transit Lines Rush to
Provide for Big Population.

MANHATTAN FAR BEHIND

Bronx Breaks All Records in
Heavy Construction, Brooklyn
and Queens Following.

Still more New Yorkers must live in flats.

That the rapid transit subways will add greatly to the number of private dwellings in the suburbs is shown by new building operations of the first half of the year. Flats rather than small houses are spreading along the outlying lines.

During the first six months of the year, flat builders have started almost as many structures as they produced in the entire preceding year. Their work in the greater city has provided 976 houses containing 19,716 apartments for 70,000 persons. The cost of construction is estimated at \$44,410,000. For the twelve months of 1914 their output was 1,196 houses with 21,656 apartments for 75,320 families at a cost of \$46,728,000.

Outside the greater city flat building has been confined mainly to the New Jersey cities, adding 200 houses and a \$4,000,000 outlay to the half year's operations. It makes a total expenditure in the entire metropolitan district of \$50,400,000 for new flats with 23,710 apartments for 83,000 persons.

BRONX LEADS GREATER CITY IN FLAT BUILDING.

Flatbuilders are making their most pretentious efforts in the Bronx, which is more than doubling its volume of new construction. They have started 303 structures there during the first half of the year, to cost \$13,890,000, with 7,575 apartments to house 35,536 persons. Their work for the entire year of 1914 was 225 structures with 6,433 apartments for 32,100 persons, at a cost of \$10,808,700. The average Bronx house has cost \$44,410,000, and the outlay for each apartment has been slightly more than \$1,800.

Brooklyn has followed the Bronx in the number of persons to be housed in its new structures, but passes the north side in the total number of buildings. It has filed plans since the first of the year for 440 flat houses to house 2,120 persons for \$2,585,000, at a cost of \$5,509,100. The average house has cost \$12,115, or \$1,200 for each family.

Like the Bronx, Brooklyn has built most of its structures along the new dual rapid transit system lines. But there has been a far larger proportion of cheap housing in Brooklyn. While the Bronx houses cost more than \$15,000 each, 220 of the Brooklyn structures cost less than that figure, and 236 called for more than \$30,000 each, with a total outlay of \$7,551,000.

MANHATTAN'S NEW HOUSES COST \$9,362,500.
Manhattan, which was the chief flat house centre for builders only a few years ago, has fallen to fourth place in the number of its new structures, although it holds second in the total outlay. The great activity in the Bronx passing it by nearly \$2,000,000. Yet Manhattan also is forging well ahead of its 1914 volume. Its buildings filed plans for 38 houses during the year's first half to cost \$9,362,500. They contain 4,340 apartments for 12,100 families. The entire output for last year was 38 houses at a cost of \$12,100,000 for 13,500 persons at a cost of \$1,601,000.

Many new Manhattan structures are of the twelve-story type, with cost averaging around \$200,000 each. The average for the 98 was \$101,540, or \$3,000 for each family. This shows an appreciable drop from last year's operations, which made the average \$121,750 for each house and \$4,670 for each family.

Builders have been impressed by the needs of economy and have striven to cut construction costs. The averages for 1913 were \$175,400 for each house and \$4,882 for each family. The main reductions in the averages of the past half year have been effected in the Washington Heights section where five-story and six-story houses have been started in large numbers. In the old central Manhattan district, which has been confined mainly to the fashionable West End and Park Avenue localities where twelve-story houses are the rule, and the average costs have been held high to suit the incomes of wealthy tenants.

Queens flatbuilders keep close to their 1914 record, their projects calling for 185 new houses, with 1,540 apartments for 4,700 persons at a cost of \$1,638,500. Their total for all of 1914 was 274 houses with 2,554 apartments for less than 9,000 persons. Since the first of the half year, however, plans have been filed for a Long Island City operation involving nearly 100 houses and negotiations are pending for other projects which promise to swell the volume of Queens work well beyond that of 1914. The averages there are \$12,600 for each house and \$1,600 for a family.

Queens has not taken to flat-building any more than usual. Its three new structures of the past six months call for an outlay of \$136,000 to house forty-eight families.

CONVICTS' AID NO AVAIL.

MOONSVILLE, Va., July 10.—Matt Jarrell, twenty-eight years old, was hanged at the State Prison here today for the murder of Silas Nance, Town Marshal here, before going to the gallows, Jarrell confessed the crime. Convicts in the Penitentiary subscribed to a fund to help Jarrell, who was sent to Charleston to plead with Gov. H. D. Hatfield to commute Jarrell's sentence, but the Executive refused clemency.

Original Home Dressmaking Designs By The Evening World's Fashion Expert

Unightly Wide Skirts of
To-Day Made Pleasing
to the Eye in Summer
Fabrics of Nets, Muslins
and Crepes—Same Bewitching Lace Emplacement.

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If the wide skirts seemed ungraceful to our eye in heavy materials, surely we cannot complain about them in the soft thin fabrics of the summer. Thin nets, muslins and crepes are employed generously for the daintiest creations, and they gather and plait so prettily that one cannot deny their appropriateness to immense fulness.

Many frocks of such material disdain the use of any contrasting trimming and form their own material into bands applied by hemstitching or ruffles hemmed with the same popular stitch. However, in opposition to these delightfully simple and daintily demure creations, are frocks of the same sheer materials, elaborately trimmed with various kinds of lace all mixed together, which brings to one's mind the "lingerie" frock of years ago. But, as a matter of fact, it is quite different from those modallings and insertion laden affairs whose quirked and twisted caprices of insertion were emphasized by the colored silks worn under them.

These silks generally formed a lining to the sleeves and reached clear up to the neck, for indeed anything other than a Dutch neck was unknown. But now these lace affairs are low neck, and we reveal too much in the cool transparency of it all to think of wearing a slip.

Another difference in these modallings lingerie frocks is the way the laces are employed. Never do we see narrow, cheap insertion intertwined over the ground work, with medallions set in the squares and circles formed. We have outgrown all that. Now we use elegant laces and let them stand for themselves in straight bands, with perhaps the contrast of plain net or organza as other bands to bring out the more the quality and design of the laces.

DESCRIPTION OF THE FROCK.

I am showing to-day a distinctive frock on this order which is quite as the model on whom it is pictured. At the right it is developed of sheer batiste or organza combined with tucked net and elegant lace banding. Also hemstitched bands of the dress material add a quiet trimming note.

On the skirt they guard the edges of a wide band of lace banding, and a row of lace banding tries to gain prestige at the top another band of the material places itself stubbornly at the top of the lace.

So, to do away with the old-fashioned band, to fortify the lace emplacement in the front, which suggests a tiny apron, its straight lines are continued up

STATEN ISLAND NOTES.

There will be Kallenborna concert at Curtis Field, St. George, on July 24 and Aug. 7 and 25.

The Borough Democracy has appointed the following a committee to arrange for a monster rally to be held at Midland Park, Great Neck, Aug. 7: Sylvester McGrath, Richard Dunne, Henry P. Reach, Louis R. Mathias, Charles Selig, John Merts, Jerry Tierney, Joseph Stiebel, Thomas J. Stueck, Edward Atwell, Ralph Juhl, Lester L. Callan, James Brown, Sidney Willis, William Smith, William Schwalbe, James J. Santry, William Mervin, Michael Burns and Philip Gaynor.

The annual meeting and election of officers of the Comedy Opera Club will be at the Staten Island Cricket and Tennis Club house, Livingston, Monday evening.

Mr. and Mrs. William J. Lee of Westerleigh announce the engagement of their daughter, Miss Margaret Lee, to Clarence H. Soffel of Fort Richmond.

The ferryboat Castleton, which formerly plied between Staten Island and Manhattan, is now running between the Battery and the Atlantic Highlands.

The Christian Church of Mariners Harbor has been incorporated and the pulpit will be occupied by the Rev. James A. Deodaj, who was formerly pastor of the Mariners Harbor Baptist Church.

Mr. and Mrs. Arthur Post of Mercersburg Avenue, Port Richmond, are at Hasbrouck Heights, N. J.

Mr. and Mrs. Frank Goodell of West New Brighton are at Lake George.

Miss Theresa Brown of Stapleton is the guest of relatives in Philadelphia.

An interclub tennis match will be played this afternoon between players from the Prince Bay Club and the Westerleigh Tennis Club on the latter's grounds in Westerleigh.

Mr. and Mrs. Arthur Ross of West New Brighton have gone to Oak Bluffs, where they will spend the balance of July as the guests of Mrs. Ross's mother, Mrs. Charles Le Post Trench.

Mrs. Margaret Jones and daughter of Boston are guests of Mr. and Mrs. Martin Hooban of Totenville.

Mr. and Mrs. W. Winant have returned to Pleasant Plains from Newburgh.

CHASE AFTER PICKPOCKET.
Detective's Shots Stop Suspect Near Madison Square.

Frank Hamilton of No. 159 Bleeker Street was sitting in Madison Square Park at 1 A. M. to-day, when he felt a hand in his pocket. As he yelled, the owner of the hand knocked him over and ran.

Detective Mitchell, looking for pickpockets, gave chase, but when he got within reach of the fugitive, the man first fled him. He got up and resumed pursuit, and after firing three shots at Twenty-second Street and Fourth Avenue, caught a man describing himself as Paul Delpeck, thirty-six No. 218 West Third Street, who denies he is the man wanted.



the waist in wide panel effect, but the lace gives place to tucked net. However, for the round yoke which forms a wes cap to the sleeve lace offers the most attractive result. As a deep, slightly flaring cuffs they give a smart finish to the sleeves, which also boast a tiny cuff of organza. A slash of ribbon would complete a frock not too dressy for afternoons in the city, where many women prefer to stay.

The model at the left shows a silk mill dotted in pale blue which is used for the waist and upper skirt, while plain white silk mill is used as trimming bands, and also for the sleeves. Silk thread run insertion gives a dainty touch to the whole, in outlining the bands in the skirt, and forming the little over cuffs on the sleeves.

Important Notice!

The Semi-Annual Sale of

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For the better accommodation of the crowd and to facilitate service, we have made special preparations to begin this sale in the Men's Clothing Department, at 7:30 Monday morning, one hour ahead of the usual store opening time.

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